

State of California
Business, Transportation & Housing Agency
Department of Transportation

POLICY MATTERS
Presentation of STIP Fund Estimate
for 2002 STIP

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Action Item
CTC Meeting: August 22-23, 2001

Agenda Item: 4.2b. - **REVISED**

Original Signed By

MARK LEJA
Acting Chief Financial Officer
August 1, 2001

2002 STIP FUND ESTIMATE **RESOLUTION G-01-25**

BACKGROUND

The California Department of Transportation (Department) manages the nations largest and most complex multi-modal transportation system. Administration of such a system requires extensive planning and long-term financial forecasts. The State Transportation Improvement Program (STIP) Fund Estimate (FE) is an estimate of all the resources available at the state level for the State's transportation infrastructure over a specified period of time.

Statutes require the Department to present a FE to the California Transportation Commission (Commission) by July 15, and the Commission to adopt a FE by August 15 of each odd-numbered year. Each even-numbered year, the Commission is required to adopt a STIP based on funding identified in the adopted FE. The 2002 FE covers a five-year period from 2002-03 through 2006-07, with an additional two years detailed for the Advanced Project Development Element (APDE). The FE provides an estimate in annual increments of all Federal and State funds reasonably expected to be available for programming in the subsequent STIP.

DISCUSSION

The Department presented an overview of the process, schedule, and special issues that may impact the fund estimate at the Commission's May 2-3, 2001 meeting. At the Commission's June 6-7, 2001 meeting, the Department presented and the Commission adopted the 2002 Fund Estimate Assumptions. At the following meeting on July 11-12, 2001, the Department presented the Proposed 2002 STIP Fund Estimate. A subsequent FE workshop was held on July 25, 2001.

CHANGES TO THE FUND ESTIMATE FOLLOWING JULY 2001 COMMISSION MEETING

The 2002 Fund Estimate being presented for adoption provides an additional \$634 million in capacity for programming compared with the draft FE presented in July which results in a total of \$3.882 billion new programming capacity for the 2002 STIP.

Contingency for delivery shortfall

The Draft FE presented in July assumed a “contingency for delivery shortfall” that is a carry over assumption from the 2000 FE. When the assumptions were developed, we only had one year of delivery that exceeded the programmed level. Since this was a one-time occurrence and not a trend, the Department recommended the Commission continue its use of the contingency assumption. Current data indicates delivery at the State and Local level has exceeded the programmed level for the second consecutive year, thereby establishing a trend. This change in delivery pattern required a re-evaluation of the contingency assumption and the implementation of a more prudent fiscal policy. As a policy decision, the Department is recommending that the assumption for Contingency for delivery shortfall be rescinded. This represents a reduction of \$854 million from the draft SHA Fund Estimate presented in July and will reduce the net programming from \$2.536 billion to \$1.682 billion. In the event a delivery shortfall occurs in the future, the resources will be subject to SB 45 guidelines of the twenty-five percent / seventy-five percent split between ITIP and RIP.

Therefore, it is recommended that the assumption of “contingency for delivery shortfall” be rescinded.

Legislative Changes

This final draft of 2002 Fund Estimate reflects legislative changes contained in the 2001-02 Budget Act. Capital Outlay Support (COS) received a reduction of \$6.1 million in the State Highway Account (SHA) and Federal Trust Fund; and the facilities line was reduced by \$5 million in 2002-03 and increased by \$2 million in 2001-02 to reflect the approval in the 2001-02 budget act of expenditures for the Eureka office building that had been projected for 2002-03.

Additionally, Public Transportation Account (PTA) revenue was reduced by \$106 million. This is based on the passage of AB 426 (Chapter 156, Statutes of 2001) that exempts from sales taxes diesel fuel used in farming activities and food processing. The PTA FE also includes a reduction to the State Transit Assistance Program of \$53 million caused by this decrease in revenue. Additionally, the State Transit Assistance Program was reduced by \$26 million in 2002-03 to reflect a component of the Transportation Refinancing Plan that was not enacted. The total reduction in funds available for programming in the PTA FE is \$27 million.

Reduction to STIP Capital Outlay Support

Expenditures for Capital Outlay Support includes project direct support plus indirect operational costs related to construction claims, training, day labor and other administrative overhead. In the Draft presented in July, all of the Capital Outlay Support indirect costs were inadvertently included in the STIP COS line instead of being distributed to SHOPP and Local Assistance. This has been corrected in the final FE, resulting in an reduction to the STIP COS line of \$638 million and increases to the COS level in SHOPP (\$581 million) and Local Assistance (\$57 million).

In addition, STIP capital outlay support was reduced by \$657 million to reflect only the current STIP. This change highlights the need for programming additional support for projects in the 2002 and future STIPs. The total reduction to STIP COS is \$1.295 billion (\$638 million and \$657 million)

Reduction to SHOPP Capital Outlay Support

In addition, the SHOPP support level has been reduced to represent a more accurate level of support required to deliver projects. This change resulted in \$207 million reduction to SHOPP support.

Reduction to TCRP Capital Outlay Support

The Traffic Congestion Relief Program support was reduced to zero after 2002-03 thereby reducing \$228 million in order to reflect only the current program levels. These changes highlight the need for programming additional support for projects in the 2002 and future STIPs.

Removal of Unprogrammed County Shares

In consultation with Commission staff, the Department reduced STIP capital expenditures (cash flows) for Highway and Local Roads by \$398 million and Mass Transit and Rail by \$16 million as this represented unprogrammed resources from the 2000 FE.

Net Impact of changes to the SHA FE

The following changes as outlined above are recommended:

- | | |
|---|---------------|
| • Elimination of Contingency for delivery shortfall | \$854 million |
| • Reduction based on Legislative Changes | \$6 million |
| • Reduction to STIP COS | \$1.3 billion |
| • Increase to SHOPP COS | \$374 million |
| • Increase to Local Assistance COS | \$57 million |
| • Reduction to TCRP support | \$228 million |
| • Reduction to STIP capital | \$414 million |

SUMMARY

With approval of these recommended changes, the 2002 Fund Estimate provides \$3.9 billion in capacity for the Commission to program for the State's transportation system over the next five years. The total funds available for new programming breaks down as follows:

- | | |
|-----------------------------------|----------------------|
| • State Highway Account | \$3.198 billion |
| • Public Transportation Account | \$182 million |
| • <u>Traffic Improvement Fund</u> | <u>\$502 million</u> |
| STIP Total - \$3.882 billion | |
| • Aeronautics Account. | \$23 million |

RECOMMENDATION

The Department recommends the adoption of the 2002 STIP Fund Estimate as presented in the attached documents.

STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS

2002 PROPOSED
STIP FUND ESTIMATE

(\$ millions)

**2002 FE
DRAFT**

	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	FE Total	2007-08	2008-09	AB1012 Total
RESOURCES										
Fuel Taxes	\$1,977	\$2,080	\$2,128	\$2,176	\$2,223	\$2,271	\$10,877	\$2,317	\$2,361	\$4,678
Motor Vehicle Registration (Weight Fees)	793	838	872	906	939	973	4,528	1,007	1,041	2,048
Revenues/Transfers	663	461	(39)	(58)	(79)	311	597	(51)	(97)	(148)
<i>Reimbursement from Traffic Congestion Relief Program*</i>	0	0	0	0	0	180	180	0	0	0
STATE REVENUES	\$3,433	\$3,379	\$2,961	\$3,024	\$3,083	\$3,736	\$16,182	\$3,273	\$3,305	\$6,578
FEDERAL RESOURCES	2,277	2,336	2,775	2,821	2,869	2,917	13,717	2,968	3,020	5,989
TOTAL RESOURCES	\$5,710	\$5,715	\$5,736	\$5,844	\$5,951	\$6,653	\$29,899	\$6,242	\$6,325	\$12,567
STATE OPERATIONS	(\$1,447)	(\$1,463)	(\$1,553)	(\$1,595)	(\$1,638)	(\$1,682)	(\$7,931)	(\$1,727)	(\$1,774)	(\$3,502)
SHOPP										
SHOPP/TEA	(\$934)	(\$892)	(\$874)	(\$901)	(\$974)	(\$1,036)	(\$4,677)	(\$1,061)	(\$1,074)	(\$2,135)
Stormwater	(16)	(40)	(50)	(59)	(67)	(74)	(291)	(67)	(48)	(115)
<i>Facilities - Office Buildings*</i>	(193)	(19)	(2)	(3)	(49)	(24)	(96)	0	0	0
Minor Program	(91)	(92)	(92)	(92)	(92)	(92)	(458)	(92)	(92)	(183)
<i>Capital Outlay Support*</i>	(467)	(426)	(360)	(428)	(460)	(491)	(2,164)	(457)	(480)	(937)
TOTAL SHOPP	(\$1,700)	(\$1,469)	(\$1,377)	(\$1,482)	(\$1,641)	(\$1,718)	(\$7,687)	(\$1,676)	(\$1,694)	(\$3,370)
LOCAL ASSISTANCE										
Local Assistance/TEA	(\$821)	(\$878)	(\$919)	(\$984)	(\$1,047)	(\$1,106)	(\$4,934)	(\$1,115)	(\$1,173)	(\$2,288)
State Local Partnership	(17)	(12)	(5)	0	0	0	(17)	0	0	0
Retrofit Sound Walls	(55)	(134)	(31)	0	0	0	(165)	0	0	0
EEM	(10)	(10)	(10)	(10)	(10)	(10)	(50)	(10)	(10)	(20)
<i>Local Assistance Support*</i>	(30)	(31)	(32)	(32)	(33)	(34)	(162)	(35)	(36)	(71)
<i>Capital Outlay Support*</i>	(48)	(47)	(48)	(47)	(49)	(49)	(240)	(46)	(49)	(95)
TOTAL LOCAL ASSISTANCE	(\$981)	(\$1,112)	(\$1,045)	(\$1,074)	(\$1,139)	(\$1,199)	(\$5,568)	(\$1,206)	(\$1,268)	(\$2,474)
SUBTOTAL AVAILABLE	\$1,583	\$1,670	\$1,761	\$1,694	\$1,534	\$2,055	\$8,714	\$1,632	\$1,589	\$3,221
STIP										
<i>Highway & Local Roads*</i>	(\$707)	(\$850)	(\$951)	(\$900)	(\$494)	(\$241)	(\$3,437)	(\$77)	(\$4)	(\$81)
<i>Mass Trans/Rail*</i>	(167)	(196)	(136)	(70)	(56)	(32)	(490)	(25)	(18)	(43)
Right of Way	(170)	(153)	(122)	(86)	(51)	(26)	(438)	(10)	(3)	(13)
<i>TCRP - Support*</i>	(60)	(60)	0	0	0	0	(60)	0	0	0
<i>Capital Outlay Support*</i>	(527)	(391)	(270)	(174)	(140)	(67)	(1,042)	(20)	-	(20)
TOTAL STIP COMMITMENTS	(\$1,632)	(\$1,651)	(\$1,480)	(\$1,230)	(\$742)	(\$365)	(\$5,467)	(\$132)	(\$25)	(\$157)
AVAILABLE FOR PROGRAMMING	(\$49)	\$20	\$281	\$464	\$792	\$1,690	\$3,198	\$1,500	\$1,564	\$3,064
								For APDE		\$766

Footnote: Numbers may not add due to rounding.

The "Available for Programming" total includes the Unprogrammed Shares from the 2000 FE.

*Changes made since Draft FE Presented at July 2001 CTC Meeting



**PUBLIC TRANSPORTATION ACCOUNT
2002 STIP FUND ESTIMATE**

(\$ in thousands)

	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	FE Total	2007-08	2008-09	2 Year Total
RESOURCES										
Beginning Reserve	\$261,401	\$70,761					\$70,761			\$0
Federal Trust Fund Matching Funds for State Oper.	51,525	36,593	37,581	38,596	39,638	40,708	193,116	41,807	42,936	84,743
Sales Tax On Gasoline-Spillover*	80,437	36,253	0	0	0	0	36,253	0	0	0
Sales Tax On Gasoline-Prop 111*	62,496	63,864	64,950	66,054	67,177	68,319	330,364	69,481	70,662	140,143
** Sales Tax On Diesel*	198,940	174,154	176,571	182,205	187,627	193,193	913,751	198,907	204,774	403,681
Transfer from Aeronautics Account	30	30	30	30	30	30	150	30	30	60
Transfer to Toll Bridge Retrofit Account	0	0	(30,000)	(40,000)	0	0	(70,000)	0	0	0
Transfer to TCRP	(180,000)	(100,000)	0	0	0	0	(100,000)	280,000	0	280,000
Non Article XIX Transfer from SHA	46,450	45,720	46,187	46,663	47,149	47,645	233,364	48,151	48,666	96,817
Transfer from TIF	0	0	110,755	118,767	127,037	135,573	492,132	159,583	0	159,583
Transfer from State Highway Account	25,400	26,090	26,790	27,510	28,250	29,010	137,650	29,790	30,590	60,380
Interest (SMIF)	15,521	7,960	3,350	1,280	1,490	2,940	17,020	4,141	25,162	29,304
TOTAL RESOURCES	\$562,200	\$361,426	\$436,214	\$441,105	\$498,398	\$517,418	\$2,254,561	\$831,891	\$422,821	\$1,254,711
**STATE TRANSIT ASSISTANCE	(170,936)	(137,136)	(176,138)	(183,513)	(190,921)	(198,543)	(886,250)	(213,986)	(137,718)	(351,704)
SUB TOTAL AVAILABLE RESOURCES	\$391,263	\$224,290	\$260,076	\$257,592	\$307,477	\$318,876	\$1,368,311	617,905	285,102	\$903,007
STATE OPERATIONS										
Rail & Mass Trans Staff & Support	(\$20,744)	(\$20,980)	(\$21,550)	(\$22,130)	(\$22,730)	(\$23,340)	(\$110,730)	(\$23,970)	(\$24,620)	(\$48,590)
Planning Staff & Support	(23,969)	(24,567)	(25,230)	(25,910)	(26,610)	(27,330)	(\$129,647)	(28,070)	(27,140)	(55,210)
Administration & Technical Services	(5,310)	(5,450)	(5,600)	(5,750)	(5,910)	(6,070)	(\$28,780)	(6,230)	(6,400)	(12,630)
California Transportation Commission	(1,448)	(1,490)	(1,530)	(1,570)	(1,610)	(1,650)	(\$7,850)	(1,690)	(1,740)	(3,430)
Public Utilities Commission	(2,357)	(2,420)	(2,490)	(2,560)	(2,630)	(2,700)	(\$12,800)	(2,770)	(2,840)	(5,610)
High-Speed Rail Authority	(1,047)	(1,080)	(550)	0	0	0	(\$1,630)	0	0	0
Institute of Transportation Studies	(956)	(980)	(1,010)	(1,040)	(1,070)	(1,100)	(\$5,200)	(1,130)	(1,160)	(2,290)
Federal Trust Fund Matching Funds off-set	(51,525)	(36,593)	(37,581)	(38,596)	(39,638)	(40,708)	(\$193,116)	(41,807)	(42,936)	(84,743)
TOTAL STATE OPERATIONS	(\$107,356)	(\$93,560)	(\$95,541)	(\$97,556)	(\$100,198)	(\$102,898)	(\$489,753)	(105,667)	(106,836)	(212,503)
LOCAL ASSISTANCE										
Job Access/Reverse Commute	(\$4,500)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bay Area Ferry Operations	(2,793)	(2,793)	(2,793)	(2,793)	(2,793)	(2,793)	(13,965)	(2,793)	(2,793)	(5,586)
Reserve for Bay Area Water Transit Authority	(6,000)	0	0	0	0	0	0	0	0	0
STIP Rolling stock projects	(11,915)	0	0	0	0	0	0	0	0	0
Rural Transit System	(18,000)	0	0	0	0	0	0	0	0	0
TOTAL LOCAL ASSISTANCE	(\$43,208)	(\$2,793)	(\$2,793)	(\$2,793)	(\$2,793)	(\$2,793)	(\$13,965)	(\$2,793)	(\$2,793)	(\$5,586)
INTER-CITY RAIL OPERATIONS										
Intercity Rail & Bus Operations - Base	(\$73,138)	(\$73,138)	(\$73,138)	(\$73,138)	(\$73,138)	(\$73,138)	(\$365,690)	(\$73,318)	(\$73,138)	(\$146,456)
New Service	0	(9,660)	(13,460)	(17,160)	(20,960)	(37,760)	(99,000)	(36,462)	(37,862)	(74,324)
Intercity Rail Equipment - heavy overhaul	(5,800)	(5,900)	(6,000)	(6,200)	(6,300)	(6,500)	(30,900)	(6,600)	(8,748)	(15,348)
TOTAL INTER-CITY RAIL OPERATIONS	(\$78,938)	(\$88,698)	(\$92,598)	(\$96,498)	(\$100,398)	(\$117,398)	(\$495,590)	(\$116,380)	(\$119,748)	(236,128)
CAPITAL OUTLAY										
Intercity rail track improvement	(\$91,000)	0	0	0	0	0	0	0	0	0
TOTAL CAPITAL OUTLAY	(\$91,000)	0	0	0	0	0	0	0	0	0
PTA funds for 2000 STIP	0	0	(27,368)	(27,368)	(89,474)	(42,526)	(186,736)	(16,053)	(49,211)	(65,264)
AVAILABLE FOR PROGRAMMING	\$70,761	\$39,239	\$41,776	\$33,377	\$14,615	\$53,261	\$182,267	\$377,012	\$6,515	\$383,526
*Items subject to 50% split with STA									For APDE	\$95,882

**Changes made since Draft FE Presented at July 2001 CTC Meeting

**2002 FE
DRAFT**

**TRANSPORTATION INVESTMENT FUND
2002 STIP FUND ESTIMATE
(\$ millions)**

	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	5-Year Total	2007-08	2008-09	AB1012 Total
RESOURCES										
Beginning Reserves:		\$0					\$0			
Revenues from the General Fund	0	\$0	1,232	1,272	1,313	1,355	5,172	1,400		1,400
<i>Less Transfers Out:</i>										
Traffic Congestion Relief Fund	0	0	(678)	(678)	(678)	(678)	(2,712)	(602)		(602)
Local Street and Road Repairs	0	0	(222)	(238)	(254)	0	(714)	0		0
Public Transportation Account	0	0	(111)	(119)	(127)	(135)	(492)	(160)		(160)
State Highway Account	0	0	0	0	0	(354)	(354)	0		0
TOTAL RESOURCES	\$0	\$0	\$221	\$237	\$254	\$188	\$900	\$638		\$638
2000 FE Available for STIP Programming	0	0	(108)	(108)	(116)	0	(332)			
2000 FE Available for STIP Programming (APDE)	0	0	(32)	(34)	0	0	(66)			
AVAILABLE FOR PROGRAMMING	\$0	\$0	\$81	\$95	\$138	\$188	\$502	\$638	\$0	\$638
								\$160 million for APDE		



AERONAUTICS ACCOUNT
2002 FUND ESTIMATE
(\$ in thousands)

	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	FE TOTAL
RESOURCES							
Beginning Reserves	\$9,496	\$8,963					\$8,963
Aviation Gas Excise Tax	4,810	4,763	4,627	4,490	4,354	4,217	22,451
Jet Fuel Excise Tax	2,070	2,153	2,239	2,328	2,422	2,518	11,660
Interest (SMIF)	688	1,168	1,168	1,168	1,168	1,168	5,840
Federal Trust Funds	584	596	608	620	632	645	3,100
Sale of Documents	2	2	2	2	2	2	10
Transfer To PTA Account	(30)	(30)	(30)	(30)	(30)	(30)	(150)
TOTAL RESOURCES	\$17,620	\$17,615	\$8,614	\$8,578	\$8,548	\$8,520	\$51,874
EXPENDITURES*							
State Operations	(\$3,280)	(\$3,369)	(\$3,460)	(\$3,553)	(\$3,649)	(\$3,747)	(\$17,777)
TOTAL EXPENDITURES	(\$3,280)	(\$3,369)	(\$3,460)	(\$3,553)	(\$3,649)	(\$3,747)	(\$17,777)
SUBTOTAL AVAILABLE	\$14,340	\$14,246	\$5,154	\$5,025	\$4,899	\$4,772	\$34,097
LOCAL ASSISTANCE							
Grants to Local Agencies	(\$1,500)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$7,450)
Acquisition & Development	(2,177)	(1,888)	0	0	0	0	(1,888)
Airport Improvement Program match	(1,700)	(1,800)	0	0	0	0	(1,800)
TOTAL LOCAL ASSISTANCE	(\$5,377)	(\$5,178)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$11,138)
AVAILABLE FOR PROGRAMMING	\$8,963	\$9,068	\$3,664	\$3,535	\$3,409	\$3,282	\$22,959

* Includes Federal Trust Fund Expenditures



CALIFORNIA TRANSPORTATION COMMISSION
Adoption of 2002 STIP Fund Estimate

Resolution No. G-01-25

- 1.1 WHEREAS the 2002 State Transportation Improvement Program (STIP) will include the five fiscal years ending with fiscal year 2006-07 and the 2002 State Highway Operation and Protection Program (SHOPP) will include the four fiscal years ending with fiscal year 2005-06, and
- 1.2 WHEREAS the first two years of the five-year 2002 STIP are the last two years of the four-year 2000 STIP, so that three new program years are added, and
- 1.3 WHEREAS the three new program years are the first three years of the four-year STIP county share period, and
- 1.4 WHEREAS Government Code Sections 14524 and 14525 call for the Department of Transportation (Caltrans) to present and the California Transportation Commission to adopt a biennial STIP Fund Estimate to include an estimate of all state and federal funds reasonably expected to be available for the biennial STIP, including the amount that may be programmed in each county for regional improvement programs, and
- 1.5 WHEREAS Section 14529.01 of the Government Code, as added by Chapter 783 of the Statutes of 1999 (AB 1012, Torlakson), requires that each fund estimate, "designate an amount to be available for the advance project development element, which shall be not more than 25 percent of the programmable resources estimated to be available for the first and second years following" the STIP period, and
- 1.6 WHEREAS Caltrans, in accordance with Government Code Section 14524, presented its Draft 2002 STIP Fund Estimate at the July 11-12, 2001 Commission meeting and updated that Draft at the August 22-23, 2001 Commission meeting, and

- 1.7 WHEREAS the Caltrans Draft 2002 STIP Fund Estimate is generally consistent with the requirements in Government Code 14524, and
- 1.8 WHEREAS the Draft Fund Estimate identifies a total of \$3.612 billion in additional programming capacity for the 2002 STIP, plus \$954 million for the advance project development element, and
- 1.9 WHEREAS the Commission has considered the assumptions and information in the Draft 2002 STIP Fund Estimate, which include projections of revenue for state and federal transportation funds, existing STIP project commitments, and a review of the needs and requirements for funding other parts of the state transportation program including the SHOPP, and
- 1.10 WHEREAS STIP funding consists primarily of Federal funds and State funds needed to match Federal funds, thus limiting the opportunity to use State only funding for projects, and
- 1.11 WHEREAS the Commission's adoption of the 2000 STIP in December 2000 included a State only funding policy generally giving blanket approval for local projects under \$750,000 and, until March 2001, for all local road rehabilitation projects, regardless of cost, and providing for approval of other projects on an exception basis, and
- 1.12 WHEREAS the Commission, after receiving a report and recommendation from Caltrans, modified that policy in March 2001 to limit the blanket approval for projects under \$750,000 to those already programmed and to remove the blanket approval for larger rehabilitation projects, and
- 1.13 WHEREAS the Commission stated its intent in March to review the availability of State only funds and the State only funding policy in conjunction with the adoption of the 2002 Fund Estimate, and
- 1.14 WHEREAS Caltrans has presented its recommendation regarding State only funding policy at the August 22-23 meeting,
- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission hereby adopts the 2002 STIP Fund Estimate, as updated by Caltrans at the Commission's August 22-23, 2001 meeting, to include \$3.612 billion in new capacity for the STIP (\$2.928 billion from the State Highway Account, \$182 million from the Public Transportation Account, and \$502 million from the Transportation Investment Fund), plus \$954 million for the STIP Advance Project Development Element (\$698 million State Highway Account, \$96 million Public Transportation Account, \$160 million Transportation Investment Fund), and

- 2.2 BE IT FURTHER RESOLVED that county and interregional shares are made available without regard to funding source, although the Fund Estimate separately identifies statewide STIP funding for the State Highway Account (which includes Federal funds), the Public Transportation Account, and the Transportation Investment Fund, and it is the Commission's intent to take advantage of statewide funding flexibility so that regional programming is not constrained by restrictions on any one of the funding sources, and
- 2.3 BE IT FURTHER RESOLVED that the Commission expects most STIP projects to qualify for Federal funding and will approve the allocation of State only funding for new projects in accordance with criteria specified in the Commission's revised State-only funding policy (Resolution G-01-26), as approved on August 23, 2001, which generally gives blanket approval for local projects under \$750,000, subject to the availability of funds, and
- 2.4 BE IT FURTHER RESOLVED that the Commission intends to consider advance approvals for State-only funding as part of the adoption of the 2002 STIP where RTIPs designate projects for State only funding, the projects are consistent with the State only funding policy, and appropriate exception requests are submitted to Caltrans by December 15, 2001, and
- 2.5 BE IT FURTHER RESOLVED that the Commission requests that Caltrans, in cooperation with Commission staff, distribute copies of the 2002 STIP Fund Estimate, including estimates of county and interregional shares for the current STIP period, for the four-year county share period ending fiscal year 2007-08, and for the advance project development element, to each regional agency and county transportation commission.

2002 FUND ESTIMATE TABLES COUNTY AND INTERREGIONAL SHARES

Carryover Balances

Unprogrammed Balance (Balance Advanced). These 2 columns identify the current county share balance to be carried forward. All programmed APDE projects have been deducted from the county share in arriving at this balance.

Projects Lapsed. This is the amount that has been deducted from each share for projects that were deleted from the STIP because they were not allocated before the end of the fiscal year programmed or by the time of any extension granted. This amount is to be added back into the balance available for the new county share period.

2002 STIP Share

New 3-Year Formula Share. This is each county's distribution of the 2002 STIP's new programming capacity.

Total Current Share (Advances Remaining). This is the sum of the carryover balance, the return of lapsed funds, and the new 3-year formula share. It represents the amount guaranteed to be available for programming from each share. It assumes that all currently programmed APDE projects are deducted from the county share. If any current APDE project will remain an APDE project in the 2002 STIP (for example, the project will not be programmed for right-of-way or construction), the amount for that APDE project may be added back to the Total Current Share.

Potential Advance of County Share

4th Year Formula Share. This is each county's distribution of the Fund Estimate amount for FY 2007/08, which is the fourth year of the 4-year county share period defined in statute and the first year beyond the 2002 STIP period. This amount is guaranteed within the 4-year county share period and is potentially available, though not guaranteed, in the 2002 STIP. RTIPs may identify projects for current programming from this amount, identifying such projects separately.

Potential Total (Advances Remaining). This is the sum of the Total Current Share Available and the 4th Year Formula Share. It represents the maximum that may be programmed in a county in a region with over 1 million population (excluding APDE programming). Smaller regions may, in addition, propose an advance for a single larger project, provided that the advance does not exceed 200% of the county share for the current 4-year period (that is, 200% of the sum of the New 3-Year Formula Share and 4th Year Formula Share).

Advance Project Development Element Shares

2002 STIP APDE Share. This represents the maximum that may be programmed for APDE projects in the 2002 STIP. This is a new total, replacing (not adding to) the APDE share for the 2000 STIP. Any carryover 2000 STIP APDE project that will remain in the 2002 STIP (that is, no right-of-way or construction is being programmed) is to be deducted from this share.

Current APDE. This is the total of all APDE projects currently programmed, regardless of whether the projects will or will not remain APDE projects in the 2002 STIP.

Net Now Available. This is the 2002 STIP APDE share less the total of all APDE projects currently programmed.

2002 STIP FUND ESTIMATE
COUNTY AND INTERREGIONAL SHARES
Includes STIP Amendments and Allocations Through July 2001
(\$1,000's)

County	Carryover Balances			2002 STIP Share		
	Unprogr'd Balance	Balance Advanced	Projects Lapsed	New 3-Year Formula Share	Total Current Share	Advances Remaining
Alameda	0	19	4,031	98,345	102,357	0
Alpine/Amador/Calaveras	12,974	0		16,648	29,622	0
Butte	1,483	0	1,615	18,807	21,905	0
Colusa	1,015	0		4,958	5,973	0
Contra Costa	9,667	0	420	63,743	73,830	0
Del Norte	0	2,691		4,743	2,052	0
El Dorado LTC	5,142	0		12,036	17,178	0
Fresno	0	85,421	731	67,957	0	16,733
Glenn	0	126	177	5,293	5,344	0
Humboldt	15,398	0	204	19,034	34,636	0
Imperial	22,393	0		31,799	54,192	0
Inyo	2,877	0	144	25,811	28,832	0
Kern	1,163	0		88,948	90,111	0
Kings	7,082	0		13,340	20,422	0
Lake	7,383	0	201	8,147	15,731	0
Lassen	0	1,168	28	12,101	10,961	0
Los Angeles	60,539	0	8,842	602,827	672,208	0
Madera	501	0		12,077	12,578	0
Marin	619	0	181	18,626	19,426	0
Mariposa	141	0		4,928	5,069	0
Mendocino	449	0	21	17,966	18,436	0
Merced	0	217	542	21,703	22,028	0
Modoc	0	0		6,426	6,426	0
Mono	0	2,957		19,112	16,155	0
Monterey	1,639	0	13	34,914	36,566	0
Napa	4,039	0		11,542	15,581	0
Nevada	7,742	0	1	10,078	17,821	0
Orange	129,566	0		181,767	311,333	0
Placer TPA	0	8,331	2	19,198	10,869	0
Plumas	956	0	159	7,284	8,399	0
Riverside	31,202	0	8,300	130,115	169,617	0
Sacramento	0	0	507	84,801	85,308	0
San Benito	2,604	0	74	6,328	9,006	0
San Bernardino	40,269	0	13,798	169,337	223,404	0
San Diego	67,636	0		198,196	265,832	0
San Francisco	5	0	391	50,254	50,650	0
San Joaquin	26,301	0	500	44,208	71,009	0
San Luis Obispo	2,946	0		35,536	38,482	0
San Mateo	3,677	0	1,297	51,753	56,727	0
Santa Barbara	20,981	0	418	40,600	61,999	0
Santa Clara	1,825	0	3,326	115,142	120,293	0
Santa Cruz	1,007	0	205	20,228	21,440	0
Shasta	10,484	0		20,555	31,039	0
Sierra	1,478	0	277	3,429	5,184	0
Siskiyou	0	0	1	14,275	14,276	0
Solano	2,969	0	5,012	30,183	38,164	0
Sonoma	6,621	0	455	36,843	43,919	0
Stanislaus	20,360	0	85	34,236	54,681	0
Sutter	4,037	0		7,740	11,777	0
Tahoe RPA	5,311	0	1,158	5,150	11,619	0
Tehama	0	2,745	173	10,318	7,746	0
Trinity	6	0	424	7,419	7,849	0
Tulare	43,309	0	5,802	41,790	90,901	0
Tuolumne	0	5,333		8,433	3,100	0
Ventura	0	13,056		59,562	46,506	0
Yolo	0	2	66	16,485	16,549	0
Yuba	0	0		5,926	5,926	0
Statewide Regional	585,796	122,066	59,581	2,709,000	3,249,044	16,733
Interregional	0	194,086	3,426	903,000	712,340	0
Statewide Total	585,796	316,152	63,007	3,612,000	3,961,384	16,733

2002 STIP FUND ESTIMATE
COUNTY AND INTERREGIONAL SHARES
Includes STIP Amendments and Allocations Through July 2001
(\$1,000's)

County	Potential Advance of County Share (For Share Period FY 04/05-07/08)			Adv Proj Devel Element Shares		
	4th Year	Potential Total	Advances Remaining	2002 STIP	Current APDE	Net Now Available
	Formula Share			Total		
Alameda	64,229	166,586	0	25,975	3,000	22,975
Alpine/Amador/Calaveras	10,873	40,495	0	4,397		4,397
Butte	12,283	34,188	0	4,967	500	4,467
Colusa	3,237	9,210	0	1,309		1,309
Contra Costa	41,631	115,461	0	16,836		16,836
Del Norte	3,097	5,149	0	1,253		1,253
El Dorado LTC	7,860	25,038	0	3,179		3,179
Fresno	44,383	27,650	0	17,949		17,949
Glenn	3,458	8,802	0	1,398		1,398
Humboldt	12,431	47,067	0	5,027		5,027
Imperial	20,767	74,959	0	8,399		8,399
Inyo	16,857	45,689	0	6,817		6,817
Kern	58,092	148,203	0	23,493		23,493
Kings	8,712	29,134	0	3,523		3,523
Lake	5,322	21,053	0	2,152		2,152
Lassen	7,904	18,865	0	3,196	1,168	2,028
Los Angeles	393,707	1,065,915	0	159,219	11,623	147,596
Madera	7,887	20,465	0	3,190		3,190
Marin	12,164	31,590	0	4,919		4,919
Mariposa	3,218	8,287	0	1,302		1,302
Mendocino	11,734	30,170	0	4,745		4,745
Merced	14,175	36,203	0	5,732		5,732
Modoc	4,197	10,623	0	1,697		1,697
Mono	12,482	28,637	0	5,048		5,048
Monterey	22,803	59,369	0	9,222	2,683	6,539
Napa	7,538	23,119	0	3,049		3,049
Nevada	6,581	24,402	0	2,662		2,662
Orange	118,713	430,046	0	48,008		48,008
Placer TPA	12,539	23,408	0	5,071	685	4,386
Plumas	4,757	13,156	0	1,924		1,924
Riverside	84,977	254,594	0	34,366		34,366
Sacramento	55,383	140,691	0	22,398		22,398
San Benito	4,133	13,139	0	1,671		1,671
San Bernardino	110,594	333,998	0	44,725		44,725
San Diego	129,442	395,274	0	52,347		52,347
San Francisco	32,821	83,471	0	13,273		13,273
San Joaquin	28,873	99,882	0	11,676		11,676
San Luis Obispo	23,209	61,691	0	9,386	200	9,186
San Mateo	33,800	90,527	0	13,669		13,669
Santa Barbara	26,516	88,515	0	10,723		10,723
Santa Clara	75,200	195,493	0	30,411		30,411
Santa Cruz	13,211	34,651	0	5,343		5,343
Shasta	13,425	44,464	0	5,429		5,429
Sierra	2,239	7,423	0	906		906
Siskiyou	9,323	23,599	0	3,770		3,770
Solano	19,713	57,877	0	7,972	2,250	5,722
Sonoma	24,062	67,981	0	9,731		9,731
Stanislaus	22,360	77,041	0	9,042		9,042
Sutter	5,054	16,831	0	2,044		2,044
Tahoe RPA	3,363	14,982	0	1,360		1,360
Tehama	6,738	14,484	0	2,725	1,000	1,725
Trinity	4,845	12,694	0	1,959		1,959
Tulare	27,294	118,195	0	11,038		11,038
Tuolumne	5,507	8,607	0	2,227		2,227
Ventura	38,901	85,407	0	15,732		15,732
Yolo	10,766	27,315	0	4,354		4,354
Yuba	3,870	9,796	0	1,565		1,565
Statewide Regional	1,769,250	5,001,561	0	715,500	23,109	692,391
Interregional	589,750	1,302,090	0	238,500	5,895	232,605
Statewide Total	2,359,000	6,303,651	0	954,000	29,004	924,996